

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO.

11-10-19-2

I IN THE MATTER OF SUPPORTING THE PORT OF  
I COOS BAY'S TIGER III GRANT APPLICATION

**WHEREAS**, Lane County values its intergovernmental relationships, and;

**WHEREAS**, the Port of Coos Bay importance to Lane County is well established through the 133 mile-long short line railroad connecting the Port of Coos Bay and Eugene, and;

**WHEREAS**, the Port of Coos Bay has succeeded in a limited re-opening the short line railroad after four years and approximately \$25 million of investment in track infrastructure, and;

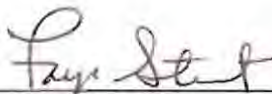
**WHEREAS**, full service along the line is expected to resume in 2012 once repairs have been completed to the Coos Bay Rail Bridge, and;

**WHEREAS**, Lane County has previously supported federal and state grant applications submitted by the Port of Coos Bay to provide financing of this ambitious project.

**NOW, THEREFORE**, be it resolved that the Lane County Board agrees to formally support the Port of Coos Bay's application for grant funding sought from the United States Department of Transportation's TIGER program, and;

**BE IT FURTHER RESOLVED**, that this support is encapsulated within the letter attached herein as Attachment A.

DATED this 19<sup>th</sup> day of October, 2011



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Faye Stewart, Chair  
Lane County Board of Commissioners

October XX, 2011

TIGER III Discretionary Grant Program  
National Infrastructure Investment Program  
U.S. Department of Transportation  
Washington, DC

Re: Coos Bay Swing-Span Railroad Bridge Phase II Rehabilitation Project

Dear TIGER III Project Evaluation Team:

The Board of Commissioners of Lane County, Oregon, supports the Oregon International Port of Coos Bay's request for grant funding through the TIGER III Discretionary Grant Program to continue the Port's efforts to restore freight rail service to the western Lane, western Douglas and Coos Counties region of southwest Oregon.

The Port of Coos Bay was successful in acquiring the Coos Bay rail line in March 2009, and since that time has been able to secure much of the funding necessary to rehabilitate the line and restore freight rail service. In fact, rail shippers on 111 miles of the line between Eugene and the North Spit of lower Coos Bay now have service, with the first revenue trains running in early October 2011.

In order to restore long-term rail service to marine terminals in the Coos Bay harbor the Port needs to restore the funding it had secured for Phase II rehabilitation of the Coos Bay Swing-Span Railroad Bridge. The nearly \$12 million slated for the Phase II project was reprogrammed by the U.S. Congress and the Oregon Transportation Commission to allow the Port to purchase the rail line in early 2009.

Current rehabilitation efforts will only allow minimal repairs to the Coos Bay rail bridge, while a grant award from TIGER III would allow the Port to make additional structural and mechanical repairs and extend the operating life of the bridge for several decades.

The Board of Commissioners of Lane County believes that federal funding for rehabilitation of the Coos Bay rail bridge is an appropriate investment that will benefit the Oregon and U.S. multimodal transportation systems, and the Lane County Commissioners are pleased to express our support for the Port's request for grant funding from the TIGER III program.

Restoration of freight rail service to the Coos Bay harbor will help existing industry cut operating costs and increase employment, and assist new industry in accessing more North American markets. Additionally, the proposed rehabilitation work will create jobs in the local economy, with the added benefit that use of freight rail service helps preserve the working life of state and federal highways by moving appropriate commodity movements off the roadway network.

Freight rail service is necessary to retain existing jobs and to attract new industry to this region. In order for western Lane County communities, the Port or any entity involved in economic development to attract new industry, rail service must be a competitive transportation option, and the Coos Bay rail line has long served as a vital regional connection to the national rail system.

We hope the U.S. Department of Transportation will support the Port's request for a TIGER III grant to improve the economic viability of southwest Oregon and to strengthen Oregon and the region's multimodal transportation system.

Sincerely,